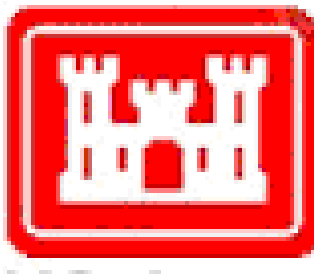


**SAN FRANCISCO DISTRICT**  
**US ARMY CORPS OF ENGINEERS**

**COASTAL PLANNING**  
**CURRENT COASTAL PROJECTS**



Coastal Sediment Management Workgroup  
April 2004

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## SUMMARY

PROJECTS	PURPOSE	CURRENT STUDY PHASE	EST. TOTAL EST. TOTAL STUDY COST	EST. CONST COST	2004 FEDERAL FUNDS	2004 ACTIVITIES
Alameda	Recreation	Pre -Recon	200K	2M	200K	N/A
Arana Gulch	Watershed	PMP / FCSA	790K	N/A	100K	Feasibility
Blue Trail Gulley & Dam repair	206	Initial Assess	Unknown	Unknown	20K	PRP/Feasibility
Disk Golf Crse & Gulley	206	Initial Assess	Unknown	Unknown	20K	PRP/Feasibility
Bodega Bay Harbor	O&M	DMMP	NA	3M	1.9M	Dredging Episode
Bolinas*	Env. Restoration	Revising PMP/Est	2 M	100M	100K	Continue Feasibility
Cliff Drive, Capitola	103	PMP	960K	2.5M	20K	DPR
East Cliff Dr, Santa Cruz**	103	DPR Completed	900K	6M	290K	PED/ Construction
Emeryville***	103	Initial Assess	100K	800K	40K	DPR
Hook (East Cliff No. 2)	103	PMP	200K	2M	50K	DPR/PED
Humoldt Harbour and Bay	O&M	DMMP	NA	6.5M	6.5M	Dredging Episode
Humoldt Harbour and Bay LTMS	GI	Reconnaissance	100K	Unknown	100K	905b Analysis
Indian Island****	14	Suspended	200K	1.1M	140k	Suspended
Monterey Harbour	O&M	Continuous	Unknown	Unknown	NA	NA
Moss Landing Harbor	111	Reconnaissance	NA	NA	40K	Initial Assessment
Moss Landing Harbor	O&M	DMMP	100K	3M	600K	DMMP
Ocean Beach, SF	Shore Protection	PMP / FCSA	2.5M	Unknown	50K	Feasibility
Pacific Grove	103	Terminated (B/C R)	N/A	N/A	N/A	N/A
Pacific Beach	103	Initial Assess	250K	2.5M	25K	No Fed Interest
Pillar Point	107	Suspended	936K	3M	0	DPR suspended
Russian River	Watershed	Feasibility	6.6M	0	200K	Continue Feasibility
Santa Cruz Harbor	O&M/GI	Neg Recon.	NA	NA	NA	

\* Revising PMP and Cost Estimate / FY04 costs are unknown at this time

\*\*delayed pending reformulation and Coastal Commission approval

\*\*\* Lacking non-Federal support

\*\*\*\* Too costly for Sponsor

**ALAMEDA CREEK  
CONTINUING AUTHORITY, SECTION 1135**



**PROJECT LOCATION AND DESCRIPTION:** The Alameda Creek Flood Control Project, completed in 1975, is located in Alameda County, California. It was designed to provide flood protection to the metropolitan areas of Union City, Fremont, and Newark. This Section 1135 study examines whether structural impediments to fish passage, associated with the existing flood control project's channel and drop structures, may be modified for the improvement of anadromous fish passage and habitat. The non-Federal sponsor for this project is the Alameda County Flood Control and Water Conservation District.

**FY 04 AND 05 ACCOMPLISHMENTS:** The Detailed Project Report (DPR), which will define the Without Project Condition (F3), identify viable alternatives and define the National Environmental Restoration Plan (NER), will be initiated. The DPR will be the basis for project approval and construction and is scheduled for completion in January of 2006.

**ISSUES AND OTHER INFORMATION:** In their Letter of Intent, the non-Federal sponsor acknowledges that they understand there is a Federal limit of 5 million dollars for this project and that the non-Federal sponsor will be responsible for any costs over and above the Federal limit.

**CONGRESSIONAL INTEREST:** 13<sup>th</sup> District, Rep. Pete Stark

**LOCAL SPONSOR:** Alameda Creek Flood Control and Water Conservation District

**LEAD PLANNER:** Judy Sheen (415) 977-8678

**TOTAL FUNDING:**

TOTAL COST:	\$ 8,000,00
FEDERAL COST:	\$5,000,000
NON-FEDERAL COST:	\$3,000,000

TOTAL FEDERAL COST THROUGH FY04:	\$ 400,000
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## ARANA GULCH WATERSHED GENERAL INVESTIGATIONS



### PROJECT LOCATION AND

DESCRIPTION: This Ecosystem Restoration study was authorized by the House Transportation and Infrastructure Committee Resolution dated June 25, 1999. The study area is located in Santa Cruz County, California, adjacent to the Port of Santa Cruz. The Port is experiencing a sedimentation problem with their north harbor, which lies at the terminus of the watershed. The

sediment creates a substantial dredging problem for the Port District. The study would evaluate potential improvement plans to help alleviate navigation problems at the harbor and address environmental degradation of the watershed.

FY 04 AND 05 ACCOMPLISHMENTS: Completion of Project Management Plan. If sponsor is authorized to sign, it may be possible to initiate Feasibility in FY04.

ISSUES AND OTHER INFORMATION: The 905(b) Analysis was approved by Headquarters on November 1, 2003. Two CAP studies will also be initiated this year. These are the Disk Golf Course & Gulley and Blue Trail Gulley & Dam repair projects.

CONGRESSIONAL INTEREST: 15<sup>th</sup> District, Rep. Mike Honda; 17<sup>th</sup> District, Rep. Sam Farr

LOCAL SPONSOR: Santa Cruz Port District

LEAD PLANNER: Craig Vassel (415) 977-8546

<u>TOTAL FUNDING:</u>	<u>RECON</u>	<u>FEASIBILITY</u>
TOTAL COST:	\$ 120,000	\$2,000,000
FEDERAL COST:	\$ 120,000	\$1,000,000
NON-FEDERAL COST:	\$ 0	\$1,000,000
 TOTAL FEDERAL COST THROUGH FY04:	 \$ 120,000	 \$ 65,000

**BODEGA BAY  
OPERATIONS AND MAINTENANCE**



PROJECT LOCATION AND DESCRIPTION: The project is located 60 miles north of San Francisco on the California coast. Bodega Bay is a shallow-draft harbor of sanctuary, supporting a Coast Guard search and rescue station, commercial and sport fishing, and recreational craft. The Operations and Maintenance schedule provides for periodic inspection and repair of breakwaters and infrequent (11-year cycle) maintenance dredging of the Federal Channel (including three turning basis) to -12 feet Mean Lower Low Water (MLLW).

TOTAL FUNDING:

TOTAL COST:	\$	N/A
FEDERAL COST:	\$	N/A
NON-FEDERAL COST:	\$	N/A

TOTAL FEDERAL COST FY04:	\$	1,749,000
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FY 04 AND 05 ACCOMPLISHMENTS: Funds will be used to complete National Environmental Policy Act (NEPA) documentation and revise and complete the abbreviated Dredge Material Management Plan (DMMP); initiate and complete contract plans and specifications for dredging the federal project, with disposal at the deep ocean site SFDODS; and perform maintenance, initiate, and complete dredging of the Federal channel, provided environmental compliance and funding are satisfactory.

ISSUES AND OTHER INFORMATION: The Local Sponsor has determined that any excavated material from the existing disposal site is unsuitable for current county public park facility development.

CONGRESSIONAL INTEREST: 1<sup>st</sup> District, Rep. Mike Thompson; 6<sup>th</sup> District, Rep. Lynn Woolsey

LOCAL SPONSOR: Sonoma County Regional Parks Department, Ray Basch.

LEAD PLANNER: Karen Berresford (415) 977-8681

## **BOLINAS LAGOON GENERAL INVESTIGATIONS**



**PROJECT LOCATION AND DESCRIPTION:** Bolinas Lagoon is a tidal embayment located 15 miles northwest of San Francisco, on the coast of Marin County, between the towns of Stinson Beach and Bolinas. The lagoon is part of the Gulf of the Farallones National Marine Sanctuary managed by the National Oceanic and Atmospheric Administration. Sedimentation in the lagoon is causing a continuous loss of

important subtidal and intertidal aquatic habitat, resulting in a reduction of the diversity and abundance of aquatic life. The goal of the environmental restoration effort is to restore intertidal and subtidal habitat and stop further loss of these habitats through restoring the tidal prism and improving circulation within the basin, while maintaining key mudflats, marsh vegetation, and other areas of biological importance. Although, over the long term, sediment deposition will continue to fill the lagoon, the restoration project is intended to significantly slow the present rate of intertidal and subtidal habitat loss.

**FY 04 ACCOMPLISHMENTS:** Complete data review, reformulate management objectives, develop a conceptual model, collect additional data, refine the future lagoon evolution under the “without” project condition and reformulate project alternatives.

**FY 05 ACCOMPLISHMENTS:** Prepare revised Draft Feasibility Study & Supplemental Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR).

**ISSUES AND OTHER INFORMATION:** The Reconnaissance Study Phase was certified on December 24, 1997 and the Marin County Open Space District (Non-Federal sponsor) signed the Feasibility Cost Sharing Agreement in January 1998. The Draft Feasibility Report and EIS/EIR were released for public review in June 2002. The Draft Feasibility Report considered nine actions to restore lost habitat through increasing tidal prism and improving circulation within the lagoon, at an estimated total cost of \$101,000,000. Due to the estimated total cost and the nature/content of public comments, the project is currently being reformulated. The sponsor has undertaken an in-kind services effort to develop stakeholder consensus on the project purpose/need and project reformulation.

**CONGRESSIONAL INTEREST:** 6<sup>th</sup> District, Rep. Lynn Woolsey

**LOCAL SPONSOR:** Marin county Open Space District, Ron Misca/ Francis Briggmann

**LEAD PLANNER:** Cindy Tejeda (415) 977-8547

### **TOTAL FUNDING:**

TOTAL COST:	\$ 4,500,000
FEDERAL COST:	\$ 2,250,000
NON-FEDERAL COST:	\$ 2,250,000
TOTAL FEDERAL COST THROUGH FY04:	\$ 1,510,000



**CLIFF DRIVE AT CAPITOLA**  
**CONTINUING AUTHORITY, SECTION 103**



PROJECT LOCATION AND DESCRIPTION: The project is located in the City of Capitola, Santa Cruz County, California, along Cliff Drive, east of 49<sup>th</sup> Street. The drive borders a coastal cliff that is exposed to wave attack year round. During the winter months, wave action strips the summer beach almost completely of sand and leaves bedrock exposed. The resulting shoreline erosion along a 375-foot section of the coastal cliffs threatens Cliff Drive. The City of Capitola, Office of Public Works, is the local sponsor for this project.

FY 04 AND 05 ACCOMPLISHMENTS: Execute the Feasibility Cost Sharing Agreement (FCSA) with the local sponsor and initiate preparation of the draft Detailed Project Report (DPR).

ISSUES AND OTHER INFORMATION: A Reconnaissance Report for the Santa Cruz Harbor and Vicinity Shoaling Study was completed in January 1994. Although originally initiated as a Continuing Authorities Program (CAP) Section 14 project in 1998, upon re-evaluation it appeared to be more appropriate as a CAP Section 103 project. In a letter dated October 22, 1999, the City of Capitola requested assistance from the Corps of Engineers. The City has recently stabilized the street, but the cliff itself is still exposed to wave action. Without further shoreline protection the street will eventually fail due to undercutting of the cliff by this action.

CONGRESSIONAL INTEREST: 17<sup>th</sup> District, Rep. Sam Farr

LOCAL SPONSOR: City of Capitola

LEAD PLANNER: Karen Berresford (415) 977-8616

TOTAL FUNDING:

TOTAL COST:	\$925,000
FEDERAL COST:	\$512,500
NON-FEDERAL COST:	\$412,500

TOTAL FEDERAL COST THROUGH FY04:	\$100,000
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**EAST CLIFF DRIVE, SANTA CRUZ  
CONTINUING AUTHORITY, SECTION 103**



PROJECT LOCATION AND DESCRIPTION: Continuing erosion of coastal cliffs by waves and currents threatens to destroy East Cliff Drive and a major sanitary sewer line. Portions of East Cliff Drive in Santa Cruz County are already limited to one-way traffic due to erosion. The County of Santa Cruz, working with the California Department of Boating and Waterways, has begun design of a seawall along an 1100-foot section of East Cliff Drive. The non-Federal sponsor is the Santa Cruz County Redevelopment Agency.

FY 04 AND 05 ACCOMPLISHMENTS: Construction is delayed until FY05, if it occurs at all.

ISSUES AND OTHER INFORMATION: A Final Environmental Impact Statement/Environmental Impact Report and Detailed Project Report were approved by South Pacific Division and released on October 10, 2003. A Consistency Determination was submitted for the November 7, 2003 California Coastal Commission meeting. The Commission unanimously voted to object to the project. Discussions are under way with the sponsor and California Coastal Commission staff to determine what conditions or changes can be made to the project to obtain concurrence.

CONGRESSIONAL INTEREST: 14<sup>th</sup> District, Rep. Anna Eshoo; 17<sup>th</sup> District, Rep. Sam Farr

LOCAL SPONSOR: Santa Cruz County, Redevelopment

LEAD PLANNER: Katherine Reyes (415) 977-8552

TOTAL FUNDING:

TOTAL COST:	\$ 7,200,000
FEDERAL COST:	\$ 3,000,000
NON-FEDERAL COST:	\$ 4,200,000

TOTAL FEDERAL COST THROUGH FY04: \$ 635,000

**HOOK AREA BLUFF STABILIZATION  
CONTINUING AUTHORITY, SECTION 103**



**PROJECT LOCATION AND DESCRIPTION:** The County of Santa Cruz Redevelopment Agency has requested a 300-foot section of coastal bluff area at East Cliff Drive and 41<sup>st</sup> Avenue, known as the Hook Area, be designated as a Continuing Authorities Section 103 project. Erosion of the cliff by waves, currents, and terrestrial processes is threatening the stability of a 300-foot section of East Cliff

Drive. The erosion rate for this site ranges from 6 to 12 inches per year. Erosion will continue at this rate unless the site is stabilized. Without shoreline protection the street will eventually fail due to undercutting of the cliff by wave action.

**FY 04 AND 05 ACCOMPLISHMENTS:** Completion of a Supplemental Environmental Impact Statement/Environmental Impact Report and Detailed Project Report if issues on East Cliff Drive project are resolved.

**ISSUES AND OTHER INFORMATION:** Progress depends on outcome of negotiations with the California Coastal Commission regarding the neighboring East Cliff Drive Project.

**CONGRESSIONAL INTEREST:** 14<sup>th</sup> District, Rep. Anna Eshoo; 17<sup>th</sup> District, Rep. Sam Farr

**LOCAL SPONSOR:** Santa Cruz County, Redevelopment

**LEAD PLANNER:** Katherine Reyes (415) 977-8552

**TOTAL FUNDING:**

TOTAL COST:	\$ 4,600,000
FEDERAL COST:	\$ 3,000,000
NON-FEDERAL COST:	\$ 1,600,000

TOTAL FEDERAL COST THROUGH FY04:	\$ 5,000
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## **HUMBOLDT HARBOR AND BAY OPERATIONS AND MAINTENANCE**

PROJECT LOCATION AND DESCRIPTION: This project is located at Eureka, California, about 280 miles north of San Francisco. Project operations and maintenance provides for annual inspection and periodic repair of the North and South jetties, and annual maintenance dredging of the Bar and Entrance Channels to -48 feet Mean Lower Low Water (MLLW); the North Bay Channel to -38 feet MLLW; the Samoa Channel, including the Turning Basin, to -38 feet MLLW; the Eureka Channel to -35 and -23 feet MLLW; and the Fields Landing Channel to -26 feet MLLW. The permanently designated Humboldt Open Ocean Disposal Site (HOODS) is utilized for disposal of all dredged materials.

FY 04 AND 05 ACCOMPLISHMENTS: Maintenance dredging of entire project to authorized project depth by Government hopper dredges 'Essayons' and 'Yaquina'. Bar and Entrance may also be dredged under West Coast Regional Hopper Dredge Contract being developed.

ISSUES AND OTHER INFORMATION: Shortfall in dredging budget for FY05 as a result of elimination of Interior Channels dredging by Government hopper dredge 'Yaquina'.

CONGRESSIONAL INTEREST: 1<sup>st</sup> District, Rep. Mike Thompson

LOCAL SPONSOR:

LEAD PLANNER: Craig Vassel (415) 977-8546

### TOTAL FUNDING:

TOTAL COST: \$ N/A

FEDERAL COST: \$ N/A

NON-FEDERAL COST: \$ N/A

TOTAL FEDERAL COST FY04: \$ 6,393,000

# HUMBOLDT BAY LONG TERM SHOAL MANAGEMENT GENERAL INVESTIGATIONS



## PROJECT LOCATION AND

DESCRIPTION: The study area is Humboldt Bay, which lies about 280 miles north of San Francisco, California. Over the last several years, a large volume of shoal material has accumulated along the coast west of the Bay. This shoal material is eventually transported into the Federally maintained Humboldt Bar and Entrance Channels. Unusually heavy shoaling of the Federal channels

occurs between the annual maintenance dredging, resulting in deep draft vessel operating restrictions which adversely impact commerce. This study would evaluate long-term solutions to shoaling of the Federal channels.

<u>TOTAL FUNDING:</u>	<u>RECON</u>	<u>FEASIBILITY</u>
TOTAL COST:	\$ 100,000	\$2,000,000
FEDERAL COST:	\$ 100,000	\$1,000,000
NON-FEDERAL COST:	\$ 0	\$1,000,000
TOTAL FEDERAL COST THROUGH FY04:	\$ 65,000	\$ 0
FISCAL YEAR 05 BUDGET:	\$ 0	\$ 0
COST TO COMPLETE:	\$ 35,000	\$1,000,000

FY 04 ACCOMPLISHMENTS: FY04 funds will be used to initiate the Reconnaissance Study, complete the 905(b) report and to begin development of the scope of work for the Feasibility Study phase.

FY 05 ACCOMPLISHMENTS: If funded, FY05 funds would be used to complete the feasibility phase scope of work, sign an Federal Cost Sharing Agreement, and initiate feasibility phase tasks.

ISSUES AND OTHER INFORMATION: FY05 tasks are not funded in the budget. This lack of funding will prevent the completion of the Reconnaissance Study and will prevent the initiation of the feasibility phase of work. Ramifications of this study delay are not yet known, but will be investigated during the completion of the 905(b) report.

CONGRESSIONAL INTEREST: 1<sup>st</sup> District, Rep. Mike Thompson

LOCAL SPONSOR:

LEAD PLANNER: Karen Berresford (415) 977-8681

**MONTEREY HARBOR  
OPERATIONS AND MAINTENANCE**



PROJECT LOCATION AND DESCRIPTION: The project is located in Monterey Harbor, California, approximately 100 miles south of San Francisco. This project consists of a 1,700-foot long west breakwater and an eight-foot deep basin near Municipal Wharf No. 1 (Fisherman's Wharf). The City of Monterey is the sponsor.

FY 04 AND 05 ACCOMPLISHMENTS: Periodic inspection will be conducted to monitor structure conditions.

ISSUES AND OTHER INFORMATION: The west breakwater was constructed in 1934. Following years of gradual settlement, the breakwater crest was restored to its original design elevation in FY93. This effort provided improved benefits to the original project; reducing harbor facility maintenance, vessel damage and navigation delays. The Corps dredged the basin near Wharf No. 1 periodically between 1947 and 1957. Since 1957, the City has removed insignificant quantities of material without any request for Federal assistance.

CONGRESSIONAL INTEREST: 17<sup>th</sup> District, Rep. Sam Farr

LOCAL SPONSOR: Monterey Harbor District

LEAD PLANNER: Mike Dillabough (415) 977-8444

TOTAL FUNDING:

TOTAL COST:	\$	N/A
FEDERAL COST:	\$	N/A

NON-FEDERAL COST:	\$	N/A
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TOTAL FEDERAL COST THROUGH FY04:	\$	0
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## **MOSS LANDING HARBOR OPERATIONS AND MAINTENANCE**



### **PROJECT LOCATION AND**

**DESCRIPTION:** This project is located about 95 miles south of San Francisco, in Monterey Bay. Project operations and maintenance provides for 3-year maintenance dredging of an entrance channel 200 feet wide and a lagoon channel 100 feet wide, at -15 feet at Mean Lower Low Water (MLLW). The total length of the combined channels is about 3,200 feet, with widening at the junction of the

entrance and lagoon channels, and at the very end of the inner lagoon channel. Two jetties are also periodically inspected and maintained.

**FY 04 AND 05 ACCOMPLISHMENTS:** Funds will be used to complete the ecological risk assessment and Dredged Material Management Plan (DMMP), and to implement plan prior to the next scheduled periodic maintenance dredging.

**ISSUES AND OTHER INFORMATION:** Maintenance dredging was conducted in November 2002. An environmental risk analysis study for continued aquatic disposal at SF-12 is underway. As part of this study, a special tracing agent was mixed with the dredged material to better determine how and where the material migrates over the long-term.

**CONGRESSIONAL INTEREST:** 17<sup>th</sup> District, Rep. Sam Farr

**LOCAL SPONSOR:** Moss Landing Harbor Authority, Linda Horning

**LEAD PLANNER:** Karen Berresford (415) 977-8681

### **TOTAL FUNDING:**

TOTAL COST:	\$ 3,000,000
FEDERAL COST:	\$ 3,000,000
NON-FEDERAL COST:	\$ 0

TOTAL FEDERAL COST THROUGH FY04: \$ 150,000



**MOSS LANDING HARBOR**  
**CONTINUING AUTHORITY, SECTION 111**

PROJECT LOCATION AND DESCRIPTION: The project is located approximately 95 miles south of San Francisco in the City of Moss Landing, in Monterey County, California. The harbor is protected by a 954-foot north jetty and a 516-foot south jetty, built in 1946. This study will address an erosion problem that may be caused by the manner in which the jetties were constructed.

FY 04 AND 05 ACCOMPLISHMENTS: Completion of an Initial Assessment and initiation/completion of a Feasibility Study and Detailed Project Report.

ISSUES AND OTHER INFORMATION: The Moss Landing Harbor District General Manager requested Corps assistance with an erosion problem that appears to be caused by the jetties. The way the jetties were built appears to cause an “eddy” effect to the south of the entrance channel, creating erosion on the immediately adjacent property and an extremely high volume of sediment deposition on the next adjacent property.

CONGRESSIONAL INTEREST: 17<sup>th</sup> District, Rep. Sam Farr

LOCAL SPONSOR: Moss Landing Harbor Authority, Linda Horning

LEAD PLANNER: Karen Berresford (415) 977-8681

TOTAL FUNDING:

TOTAL COST: \$ N/A

FEDERAL COST: \$ N/A

NON-FEDERAL COST: \$ N/A

TOTAL FEDERAL COST THROUGH FY04: \$ 552,000

## **OCEAN BEACH GENERAL INVESTIGATIONS**



**PROJECT LOCATION AND DESCRIPTION:** Ocean Beach forms the western boundary of the city of San Francisco, California, extending 3.3 miles along the Pacific Ocean coast line. The City of San Francisco, the local sponsor, desires Corps assistance with developing and implementing a suitable long-term coastal storm damage prevention plan. The beach itself is part of the larger National Park Service Golden Gate National Recreation Area, and is recognized as a uniquely valuable coastal resource within an urban environment. San Francisco maintains municipal infrastructure on City property along the coastline, including The Great Highway and the Lake Merced Sewage Transport Tunnel. The area falls within the jurisdiction of the California Coastal Commission under the California Coastal Act.

**FY 04 ACCOMPLISHMENTS:** Sign Feasibility Cost Sharing Agreement and begin feasibility studies. Conduct strategic outreach with stakeholders; landowners, resource agencies, and public interest groups. Prepare preliminary screening report for alternatives based on regulatory/resource policy constraints and objectives of multiple stakeholders.

**FY 05 ACCOMPLISHMENTS:** Conduct without project conditions analysis, site surveys and beach profiles, initiate coastal engineering studies and environmental impact analysis and coordination.

**ISSUES AND OTHER INFORMATION:** The area gets heavy use from residents and tourists. Parking lots have been lost to erosion and the Great Highway is now threatened. The sewer transport tunnel beneath the roadway, which transports runoff for regulated secondary treatment prior to ocean discharge, is jeopardized by continued erosion. The sewer ocean outfall for San Francisco transects the study area and may be impacted if erosion continues unabated. For many months each year, emergency erosion armor and rubble poses serious safety hazards to visitors to the National Recreation Area Shoreline.

CONGRESSIONAL INTEREST: 8<sup>th</sup> District, Rep. Nancy Pelosi; 12<sup>th</sup> District, Rep. Tom Lantos

LOCAL SPONSOR: City and County of San Francisco, DPW.

LEAD PLANNER: Cindy Tejeda (415) 977-8547

<u>TOTAL FUNDING:</u>	<u>RECON</u>	<u>FEASIBILITY</u>
TOTAL COST:	\$ 120,000	\$2,800,000
FEDERAL COST:	\$ 120,000	\$1,400,000
NON-FEDERAL COST:	\$ 0	\$1,400,000
 TOTAL FEDERAL COST THROUGH FY04:	 \$ 120,000	 \$ 60,000

**PILLAR POINT HARBOR  
OPERATIONS AND MAINTENANCE**



PROJECT LOCATION AND DESCRIPTION: The Pillar Point Harbor is located about 20 miles south of San Francisco. The project consists of breakwaters only, no channels.

FY 04 AND 05 ACCOMPLISHMENTS: Funds will be used for revision of plans and specifications for breakwater repair due to recent winter storms.

ISSUES AND OTHER INFORMATION: Project name change authorized by WRDA 1990 (formerly Half Moon Bay). Repaired west end of west breakwater in FY96.

CONGRESSIONAL INTEREST: 12<sup>th</sup> District, Rep. Tom Lantos; 14<sup>th</sup> District, Rep. Anna Eshoo

LOCAL SPONSOR:

LEAD PLANNER: Craig Vassel (415) 977-8546

TOTAL FUNDING:

TOTAL COST:	\$ N/A
FEDERAL COST:	\$ N/A
NON-FEDERAL COST:	\$ N/A
TOTAL FEDERAL COST THROUGH FY04:	\$ 276,000

## RUSSIAN RIVER WATERSHED GENERAL INVESTIGATIONS



### PROJECT LOCATION AND

DESCRIPTION: The Russian River Watershed encompasses 1,485 square miles (approx. 950,000 acres) within Sonoma and Mendocino Counties, California. The watershed study will look at opportunities to prevent or reduce flood damages, to restore riverine ecosystem values and the wise use of floodplains, to restore watershed functions through restorative land-use practices, and to conserve remaining hydrologic and ecological resources.

The result of Phase I was the formation of the Russian River Watershed Council with the mission to protect, restore, and enhance the biological health of the Russian River and its watershed through a community-based process, facilitating communication and collaboration among all interested parties. The Plan of Action for Phase II (POA) was also completed in Phase I. The POA articulates critical issues and potential actions, and can be found at website <http://www.rrwc.net>. Phase II will include the completion of a Russian River Watershed Adaptive Management Plan (WMP).

FY 04 ACCOMPLISHMENTS: Continue the development of the Russian River Interactive Information System and start work on the Russian River Watershed Adaptive Management Plan.

FY 05 ACCOMPLISHMENTS: Complete the Russian River Interactive Information System and continue the development of the Russian River Watershed Adaptive Management Plan.

ISSUES AND OTHER INFORMATION: None

CONGRESSIONAL INTEREST: 1<sup>st</sup> District, Rep. Mike Thompson; 6<sup>th</sup> District, Rep. Lynn Woolsey

LOCAL SPONSOR: State Resource Agencies, lead agency is the Department of Fish and Game.

LEAD PLANNER: Karen Rippey (415) 977-8537

### TOTAL FUNDING:

TOTAL COST:	\$ 6,650,000
FEDERAL COST:	\$ 3,325,000
NON-FEDERAL COST:	\$ 3,325,000

TOTAL FEDERAL COST THROUGH FY04: \$ 783,000



## **SAN FRANCISCO HARBOR OPERATIONS AND MAINTENANCE**



### **PROJECT LOCATION AND**

**DESCRIPTION:** This project area is located in San Francisco Bay, and the waters leading into the Bay, in Northern California.

Project operations and maintenance provides for annual maintenance dredging to be performed on the San Francisco Main Ship “Bar” Channel to attain a -55 foot project depth at Mean Lower Low Water (MLLW). This critical channel is

the gateway to San Francisco Bay, and is 2,000 feet wide by 16,000 feet long. Infrequent maintenance dredging of various other channels in San Francisco Bay Proper is also performed. This includes Islais Creek Shoal, Presidio Shoal, and Black Point Shoal, each of which have an authorized project depth of -40 feet at (MLLW), and San Francisco Airport Channel which has a -10 foot depth at MLLW. Rock Pinnacles, which include Blossom Rock, Rincon Reef Rock, Arch Rock, Harding Rock, and Shag Rocks all have a depth of -35 feet at (MLLW).

**FY 04 AND 05 ACCOMPLISHMENTS:** Maintenance dredging of the Main Ship Bar Channel is performed by the Corps of Engineers hopper dredge ‘Essayons’.

**ISSUES AND OTHER INFORMATION:** Ocean disposal site SF-8 is mounding, limiting future disposal capacity at that site. Alternatives to SF-8 are currently being explored, including using dredge material to address beach erosion at Ocean Beach.

**CONGRESSIONAL INTEREST:** 6<sup>th</sup> District, Rep; Lynn Woolsey; 7<sup>th</sup> District, Rep. George Miller; 8<sup>th</sup> District, Rep. Nancy Pelosi; 12<sup>th</sup> District, Rep. Tom Lantos

**LOCAL SPONSOR:** USACE

**LEAD PLANNER:** Craig Vassel (415) 977-8546

### **TOTAL FUNDING:**

TOTAL COST: \$ N/A

FEDERAL COST: \$ N/A

NON-FEDERAL COST: \$ N/A

TOTAL FEDERAL COST THROUGH FY04: \$ 1,841,000

**SANTA CRUZ HARBOR  
OPERATIONS AND MAINTENANCE/ GI**



PROJECT LOCATION AND DESCRIPTION: Santa Cruz Harbor is located about 60 miles south of San Francisco on the California coast. Project operations and maintenance provides for maintenance of jetties 850 feet and 1,125 feet long. Maintenance dredging includes an entrance channel 100 feet wide, -20 feet deep and 900 feet long; thence -15 feet deep for an additional 370 feet; an inner harbor

channel -15 feet deep, 150 feet wide and 800 feet long; thence -10 feet deep for an additional 600 feet entering a turning basin -10 feet deep, 300 feet wide and 207 feet long, which is the responsibility of the Santa Cruz Harbor District.

FY 04 AND 05 ACCOMPLISHMENTS: Periodic inspection will be conducted to monitor structure conditions.

ISSUES AND OTHER INFORMATION: The Corps last dredged the harbor in 1985. At that time the Corps purchased a dredge for the local sponsor, the Santa Cruz Port District. In return, the local sponsor became responsible for maintenance dredging until 01 July 2013. In FY01, funds were reprogrammed to the project for Section 216. Funds were used to re-evaluate the 1986 cooperative agreement. This review investigated possible changes in economic assumptions inherent in the original agreement, as well as evaluating the extension of the agreement an additional 10 years. The 905(b) analysis determined that there is no Federal interest. The local sponsor is now requesting that the original 1958 cost-sharing agreement be modified to reflect current annualized costs plus an annual indexing adjustment. This is under legal review.

CONGRESSIONAL INTEREST: 15<sup>th</sup> District, Rep. Mike Honda; 17<sup>th</sup> District, Rep. Sam Farr

LOCAL SPONSOR: Port of Santa Cruz, Brian Foss

LEAD PLANNER: Mike Dillabough (415) 977-8444 O&M, Yvonne Letillier (415) 977-8444 GI.

TOTAL FUNDING:

TOTAL COST:	\$ N/A
FEDERAL COST:	\$ N/A
NON-FEDERAL COST:	\$ N/A

**TOTAL FEDERAL COST THROUGH FY04: \$ 0**



## **IN BAY PROJECTS:**

### **SAN FRANCISCO BAY LONG TERM MANAGEMENT STRATEGY OPERATIONS AND MAINTENANCE**

PROJECT LOCATION AND DESCRIPTION: The project area is the San Francisco Bay in California. Policy objectives of the Long Term Management Strategy (LTMS) are to identify an acceptable array of dredged material disposal sites, develop management, economic and environmental plans for these sites, implement a decision making framework for site usage, streamline permit procedures, and establish long term site monitoring.

FY 04 AND 05 ACCOMPLISHMENTS: FY04 efforts are to continue Phase II of the methyl mercury study; continue preparation of the Regional Dredged Material Management Plan/Environmental Impact Study (DMMP/EIS); conduct analyses of “environmental” windows (the times of year during which dredging is allowed, established to protect certain species of fish under the purview of the Endangered Species Act) for operation and maintenance navigation operations. FY05 efforts would be to complete the Phase II methyl mercury study and initiate Phase III (field verification project); complete the Regional DMMP/EIS; and continue environmental windows studies.

ISSUES AND OTHER INFORMATION: Additional funds will be required to complete the study on effects of mercury methylation in wetland restoration projects using dredged material, and continue preparation of the Regional DMMP/EIS. A delay in addressing the methyl mercury issue could impact the implementation of LTMS by limiting beneficial reuse sites for Federal dredging projects, resulting in disposal options that have no environmental benefit and potentially higher costs.

CONGRESSIONAL INTEREST: 1<sup>st</sup> District, Rep. Mike Thompson; 3<sup>rd</sup> District, Rep. Doug Ose; 6<sup>th</sup> District, Rep. Lynn Woolsey; 7<sup>th</sup> District, Rep. George Miller; 8<sup>th</sup> District, Rep. Nancy Pelosi; 9<sup>th</sup> District, Rep. Barbara Lee; 10<sup>th</sup> District, Rep. Ellen Tauscher; 11<sup>th</sup> District, Rep. Richard Pombo; 12<sup>th</sup> District, Rep. Tom Lantos; 13<sup>th</sup> District, Rep. Pete Stark; 14<sup>th</sup> District, Rep. Anna Eshoo; 15<sup>th</sup> District, Rep. Mike Honda; 16<sup>th</sup> District, Rep. Zoe Lofgren

LOCAL SPONSOR:

LEAD PLANNER: Roger Golden (415) 977-8703

**SAN FRANCISCO HARBOR & BAY (DRIFT REMOVAL)  
OPERATIONS AND MAINTENANCE**

PROJECT LOCATION AND DESCRIPTION: Drift Removal entails removal of floating hazards to navigation using two government-owned vessels. The Drift Removal project is based at the San Francisco District Operations Base, located at Richardson Bay in Sausalito, California. The range of operations of the drift removal fleet is San Francisco Bay (central, north and south), San Pablo Bay, Oakland Estuary, Petaluma River, Napa River, Mare Island Strait, Carquinez Strait, Suisun Bay and Redwood City. Floating debris collection is accomplished by routine patrols on the Bay in conjunction with response to calls received by public and private agencies (Coast Guard, ferry boat operators, public/private marinas, San Francisco Bay Harbor Pilots, etc.). The drift and debris collected is off-loaded at the Operations Base. The material is then rehandled and disposed at a local landfill inland.

FY 04 AND 05 ACCOMPLISHMENTS: Normal annual operations of removal of floating hazards to navigation, utilizing existing vessels. Develop a detailed, prioritized list and plan for accomplishing all maintenance issues, including backlog maintenance. Scheduled replacement of an obsolete land based loader used in the transfer of collected debris to the landfill.

ISSUES AND OTHER INFORMATION: Current estimates place drift and debris removal from San Francisco Bay and its tributaries at 1,100 tons annually. Historically, winter storms have generated upwards of 2,500 tons of flotsam within a 3-month period. With the planned addition of increased numbers of ferry trips, new routes and faster ferry boats, plans for developing faster drift collection vessels are being considered to increase the ability to service the waterways.

CONGRESSIONAL INTEREST: 3<sup>rd</sup> District, Rep. Doug Ose; 6<sup>th</sup> District, Rep. Lynn Woolsey; 7<sup>th</sup> District, Rep. George Miller; 8<sup>th</sup> District, Rep. Nancy Pelosi; 9<sup>th</sup> District, Rep. Barbara Lee; 10<sup>th</sup> District, Rep. Ellen Tauscher; 12<sup>th</sup> District, Rep. Tom Lantos; 13<sup>th</sup> District, Rep. Pete Stark

LOCAL SPONSOR:

LEAD PLANNER: Mike Dillabough (415) 977-8444

TOTAL FUNDING:

TOTAL COST:	\$ N/A
FEDERAL COST:	\$ N/A
NON-FEDERAL COST:	\$ N/A
 TOTAL FEDERAL COST FY04:	 \$ 2,044,000

**SOUTH SAN FRANCISCO BAY SHORELINE STUDY**  
**GENERAL INVESTIGATIONS**

PROJECT LOCATION AND DESCRIPTION: The study area is located on the shoreline of South San Francisco Bay, extending from the City of Palo Alto to City of San Leandro. The study will re-examine tidal flooding problems and ecosystem restoration opportunities and potential alternative solutions.

FY 04 ACCOMPLISHMENTS: Initiate the Reconnaissance Study. Complete the 905(b) report and to begin development of the scope of work for the feasibility study phase.

FY 05 ACCOMPLISHMENTS: If funded, FY05 funds would be used to complete the feasibility phase scope of work, sign an Federal Cost Sharing Agreement, and initiate feasibility phase tasks.

ISSUES AND OTHER INFORMATION: FY05 tasks are not funded in the budget. This lack of funding will prevent the completion of the Reconnaissance Study and will prevent the initiation of the Feasibility Study phase of work. Ramifications of this study delay are not yet known, but will be investigated during the completion of the 905(b) report.

CONGRESSIONAL INTEREST: 11<sup>th</sup> District, Rep. Richard Pombo; 14<sup>th</sup> District, Rep. Anna Eshoo; 15<sup>th</sup> District, Rep. Mike Honda; 16<sup>th</sup> District, Rep. Zoe Lofgren

LOCAL SPONSOR: TBD

LEAD PLANNER: Judy Sheen (415) 977-8678

<u>TOTAL FUNDING:</u>	<u>RECON</u>	<u>FEAS</u>
TOTAL COST:	\$ 100,000	\$3,000,000
FEDERAL COST:	\$ 100,000	\$1,500,000
NON-FEDERAL COST:	\$ 0	\$1,500,000
 TOTAL FEDERAL COST THROUGH FY04:	 \$ 65,000	 \$ 0